Senerally Fair.

\$14.55

For Men's \$18, \$20, \$22, \$24 Cassimere, Cheviot and Worsted Suits, in Long Cut Sacks, Prince Regents and Prince Alberts.

\$3.98

For Boys' \$5 and \$6 Cassimere and Cheviot Knee Pants Suits. The Pants have double knees and seats.

## THE WHEN

Store closes at noon to-day.

MURPHY, HIBBEN & CO., Importers, Jobbers DRY GOODS, NOTIONS, WOOLENS, Etc., Etc. 93, 95, 97 and 99 South Meridian St.,

(M/holesale Exclusively.)

OFFER FOR PROMPT DELIVERY

100,000 Grain Bags

Controlling in this market the following favorably known brands: Cumberland, Franklinsville, Rock City,

Naomi Falls, Etc. Nashville, Prices are lower than ever previously known in the history of the trade

## McKee & Co.'s Champion Boot

Is a Stoga Boot of superior workmanship and material; is of full stock carefully selected, has a sole leather counter, and is bottomed in the good old way STRICTLY BY HAND, each peg put in separately. We guarantee this to be so, and we warrant every pair; you can sell the boot at the price of machine bottomed boots, and make as good a profit. Write for prices and samples.

McKEE & CO.

JOBBERS BOOTS, SHOES AND RUBBERS,

136 & 138 S. Meridian St., 35 & 37 McCrea St., INDIANAPOLIS.

As the Temperature Goes Up THE PRICE ON

REFRIGERATORS AND GAS STOVES GOES DOWN

You should see our large line and low prices on

"Gurney" Refrigerators and Quick Meal Gas Stoves

The Indianapolis Warehouse Company

WAREHOUSEMEN, FORWARDING AND COMMISSION

ACME MILLING CO.'S

Columbia Flour.

BEST IN THE MARKET.

300 SHOTS EXCHANGED

FIGHT BETWEEN MINERS AND DEP-

UTIES AT IRONWOOD, MICH.

One Man Reported Killed and Sever-

al Wounded-Governor Rich Re-

quested to Send Militia.

IRONWOOD, Mich., July 3 .- A fight oc-

curred at 2 o'clock this afternoon between

striking miners and deputies. Three hun-

dred shots are reported to have been fired.

Several miners fell and were carried away

by their companions. The Norrie mine is

now in the hands of the strikers. Sheriff

Eddy has telegraphed Governor Rich for

troops. One of the strikers, a Finlander,

is known to have been killed in this after-

noon's fight. Several others were shot, one

of them probably fatally. Capt. W. H.

Knight was surrounded by strikers and

man on the steam shovel, was chased half

a mile by a mob of fifty. Seeing his es-

cape cut off, he turned and fired into his

pursuers, and escaped with only a severe

beating. The strikers are in an angry moods, and the more conservative citizens

The leading mine officials, including S. S. Curry, Capt. J. W. May and Dr. McLeod

and all of the editors, have been threatened

with vengeance. To-night the homes of the mine officials are being strongly

guarded. The strike has now lasted over

two weeks and has cost the mining, railroad

and vessel companies, together with the

Two Men Wounded.

UNIONTOWN, Pa., July 3.-A mob of

strikers attacked G. H. Phillips and Fred-

erick Wyant, two deputies, at the Penn-

sylvania station this morning, threatening

their lives. The two deputies took refuge

in the waiting room, but were followed by

the strikers, and the officers drew revolvers

to defend themselves. One of the mob at-

tempted to take Phillips's revolver, and in the scuffle three shots were fired, wound-

ing William Foullon, a coal and iron po-

liceman, and a butcher, whose name could

not be learned. Neither was seriously hurt.

Assistance then arrived and three of the strikers were arrested. The others fled.

Whaling Schooner Seized.

PORT TOWNSEND, Wash., July 3.-The

first seizure of the season was made in

south Bering sea two weeks ago by the

United States steamship Concord, when the whaling schooner Wanderer, of Victoria,

was boarded and found to have broken the

seals from her guns and ammunition after having been previously boarded and sealed

by the Yorktown. The Wanderer was sent to Sitka for trial.

Search Lights Valueless in a Fog.

great search light here was made last

night. It resulted in confirming the knowl-

edge that in a fog the light cannot find an object, even if close to shore. Major

Phipps, of the Ordnance Bureau, was on

hand to witness the test of the light,

SANDY HOOK, July 3 .- A test of the

fear that more trouble is brewing.

men, over half a million dollars.

MERCHANTS.

INDIANAPOLIS STOVE CO. - 71 and 73 South Meridian St.

NATIONAL Educational Association Meeting ---AT---ASBURY PARK, N. J.

FOR THE ROUND TRIP

From Indianapolis and corresponding rates from other points on the Big Four. SPECIAL WAGNER SLEEPERS

Will leave Indianapolis, SATURDAY, JULY 7, AT 3:15 P. M., Run through to Niagara Falls, reaching there at 8:50 a. m., July 8; stop there till 5:32 same evening and leave for Albany, where passengers will be transferred to DAY LINE STEAMERS,

Leaving Albany at 8:30 a. m., HAVE A DELIGHTFUL DAYLIGHT RIDE DOWN THE HUDSON RIVER, Reaching New York at 5:30 p. m., and Asbury Park at 8:10 p. m., July 9. Tickets will also be good on any train leaving Indianapolis, July 7, 8 and 9, and will be good going till July 11, inclusive, and to return, if deposited at Asbury Park, Returning, passengers have choice of returning by same route or via Chesapeake & Ohio route, with stop-over at Philadelphia, Washington, Hot Springs, Clifton Forge

and points of interest on the "Picturesque For tickets, full information and sleeping car space, call on Big Four agents, No. 1 East Washington street, 36 Jackson Place, Massachusetts avenue and Union Stations. H. M. BRONSON, A. G. P. A.

The Fourth of July on the C., H. & D.

Excursion Tickets will be sold to all points on the C., H. & D.,

At One Fare for the Round Trip. Tickets good going July 3 and 4, and good returning until July 5, inclusive. I. D. BALDWIN, D. P. A.

Ticket Office Removal!

. . . THE . . .

## MONON ROUTE

Have removed their ticket office from corner Illinois street and Kentucky avenue to No. 2 WEST WASHINGTON STREET ("The Old Bee Hive." corner Meridian street). THE MONON ROUTE is the SHORT AND BEST LINE to Chicago and all points West and Northwest. Special Rates to Denver, and Tourists' Rates to all points in the Northwest ..

I. D. BALDWIN, D. P. A.

OANS ROB'T MARTINDALE & CO.,

Under Federal Protection.

Issues a Stringent Order Restraining Debs et Al. from Interfering and Persuading Men to Refuse Duty.

DICTATOR DEBS'S MESSAGES

He Is Restrained from Sending His Autocratic Dictates.

Judge Baker Swears in Deputy Marshals and Gives Them a Pertinent Talk as to What Must Be Done.

THE MAYOR'S PROCLAMATION

Strikers Must Not Congregate About the Union Tracks.

Big Four Has Trouble on Two Divisions -Belt Men Still Out-Strikers' Claims as to Numbers.

A few minutes after 5 o'clock last night Judge Woods, of the United States Circuit Court, placed his official signature to a restraining order which it is believed will practically bind the hands of the American Railway Union. The order is somewhat similar to the injunction granted the Chicago railway managers. The official act on the part of the court was the outcome of a conference held yesterday morning in the office of the United States district attorney. There were present at the conference Judge Woods, of the United States Circuit Court; John T. Dye, general counsel of the Big Four system; Baker & Daniels, counsel for the Indianapolis Union railway; S. O. Pickins, attorney for the Pennsylvania Company; A. A. Zion, superintendent of the Union Railway Company; District Attorney Burke and Noble C. Butler, clerk of the United States Court. Superintendent Zion complained that the business of the Indianapolis Union railway has been practically paralyzed by the action of the strikers, and the attorneys of the other roads made the fact patent to the court that it would be necessary for the government to take decisive action in this city.

It was suggested that the proceedings might be taken under Section 647 of the federal statutes, which was passed to protect trade and commerce against unlawful restraints and monopolies. It provides that every contract, combination in the form of trust or otherwise, or company, in restraint of trade or commerce among the several States or with foreign nations is declared to be illegal. Another section invests the Circuit Court of the United States with the power to prevent and restrain violators of the act. It was under this statute that the federal court at Chicago acted a few days ago, and the attorneys present advised the action yesterday on the part of Judge Woods. Nothing definite was accomplished during the morning, but in the afternoon the district attorney put himself in communication with Attorney-general Olney. Several messages passed between the officials, and at 4 o'clock yesterday Judge Woods was requested to prepare the order. The docu-Money advanced on consignments. Registered receipts given. Nos. 265 to 273 SOUTH PENNSYL-VANIA STREET. Telephone 1343. ment was completed by 5 o'clock and the United States clerk placed it in the hands of United States Marshal Hawkins.

The restraining order is issued in the name of the United States of America. Eugene V. Debs and George Howard, president and vice president of the American Railway Union, with forty-six other persons, are made defendants and subject to service. The document pears the signature of Melville W. Fuller, Chief Justice of the Supreme Court of the United States. It is considered by attorneys to be the most vigorous legal edict ever issued in the United States Court. The United States marshal was instructed to begin serving the order upon the defendants at once. After service has been obtained upon all of the men hundreds of notices containing the provisions of the order are to be printed and posted in conspicuous places about railway yards of the State. The

ironclad injunction is as follows: "To Eugene V. Debs, George Hodward, the American Railway Union and to all other persons combining and conspiring with them, and to all other persons whomsoever: You are hereby restrained, commanded and enjoined absolutely to desist and refrain from in any way or manner interfering with, hindering, obstructing or stopping any of the business of any of the following railroads:

"Pittsburg, Cincinnati, Chicago & St. Louis railroad, Pennsylvania Railway Company, Terre Haute & Indianapolis, Cleve-land, Cincinnati, Chicago & St. Louis, Louisville, New Albany & Chicago, Cincinnati, Hamilton & Indianapolis, Evansville & Terre Haute, Terre Haute & Logarsport, Wabash railway, Lake Shore & beaten with clubs and stones. His condi-Michigan Southern, Michigan Central, Chition is critical. Ernest Knight, the crane- | cago & Erie, Baltimore & Ohio Southwestern, Indianapolis Union railway, Belt railway and Stockyards, Grand Rapids & Indiana railroad, New York, Chicago & St. Louis, Chicago & Eastern Illinois, Indianapolis, Decatur & Western, Baltimore, Ohio & Chicago, as common carriers of passengers and freight between and among any States of the United States, and from in any way interfering, hindering, obstructing or stopping any mail train or express, whether freight or passenger, engaged in interstate commerce, or carrying passengers or freight between or among the States, and from in any way interfering obstructing or stopping any train carrying mail, and from in any manner interfering with, or hindering, or stopping any engine cars or rolling stock of any of the said companies engaged in interstate commerce, or in connection with the carriage of passengers or freight between the States; and from in any way interfering with, injuring or destroying any property of said roads engaged in the carriage of the mails of the United States, or the transportation of passengers or freight between or among the States; and from entering upon the grounds or premises of any of these roads for the purpose of interfering with, obstructing or stopping mail trains, or passenger and freight trains engaged in interstate commerce or the transportation of passengers and freight between any of the States; and from injuring or destroying any part of the tracks, roadbed or road, or permanent structures of said roads; from interfering in any way with the signals, or switches of any of these roads, and from spiking or locking any fastening on any of the switches; from unccupling or in any way hampering or obstructing the control by any of said railroads, or cars, trains or parts of trains engaged in the transportation of passengers, freight or mail; and from compelling or inducing, or attempting to compel, or induce by threat, intimidation, persuasion. force or violence any of the employes of said road to refuse or fail to perform any of the duties as employes of any of said roads in connection with the interstate-

commerce business, or the carriage of

mails; or from compelling or attempting

to induce by threats, intimidation or vio-lence any of the employes of said roads

to leave their services and from preventing

any person by threat, intimidation or vio-

lence from entering the service of the

UNCLE SAM IN CHARGE

in furtherance or in conspiracy or combination to restrain either of said railway employes or receivers from the full and unhindered control of the interstate commerce of their lines; and from aiding, directly or indirectly, any person to commit any or either of the acts aforesaid.

"And Eugene V. Debs and all others are hereby enjoined and restrained from sending out any letters, messages or communications directing, inciting, encouraging or cations directing, inciting, encouraging or instructing any person to interfere with the business or affairs, either directly or indirectly, of any of the railroads named above; or from persuading any of the employes of said railroad companies in the employment of the companies to fail or

> ployment.
>
> "And it is further ordered that the aforesaid injunction shall be in force and binding upon such of the defendants as are named in this bill from and after the service upon them severally; and it shall be binding upon said defendants whose names are alleged to be unknown; and shall be binding upon all other persons who are not named herein after the time when they shall severally have knowledge of the entering of said order. "Witness: The Honorable Melville W. Fuller, Chief Justice of the Supreme Court of the United States, and the seal of the Circuit Court of the United States for the district of Indiana."

refuse to perform the duties of their em-

ANOTHER MONON TRAIN BLOCKED. Fireman Brooks Refuses to Take It

Out With Pullmans.

The local railroad strike late last night showed no marked changes over the night before, at least as far as appearances about the yards and the Union Station would indicate. While the strikers were making the rash claim that 2,000 men are out, it is quite probable that one-fourth of that number would be too large an estimate. There was no interference with any of the passenger trains in and out, although the Monon train which engineer Lamphier refused to take out yesterday morning remained on the track all day. The men now call this train a "scab" train, claiming that under the rules of the different railway organizations no union man will handle it. The authorities are taking more stringent measures to see that the tracks are cleared and that trains are moved in and out without interference, and order is perhaps better maintained in Indianapolis than in any other

city affected by the Debs boycott. The sweeping restraining order of Judge Woods against Debs and against local railway men was not generally known among the strikers last night, but its effect will probably be seen to-day. The appointment of deputy United States marshals also served towards a salutary effect. They moved among the crowds near the Union Station last night, their little ribbons fluttering. There was none of the boisterousness that was occasionally heard from outsiders the night before. The crowds had a respectful awe for the power of the government, and when it became known that the little red badges signified that the wearer was clothed with all the power of a United States marshal the wearers of them were respected. Down at the sleeping car yards on Capitol avenue at about half past 9 o'clock while a switch engine was pulling a Pullman some demonstrative persons who did not seem to be railroaders began suspicious movements. Sergeant Laporte talked to the crowd, which was not very large, and told it that the first one that made any attempt to interfere with the trains would be placed in the charge of a deputy United States marshal. After this warning it was not long till the crowd had very materially decreased and there were not a score of people about the yards till the engines began pulling out the sleepers

for the late night trains. Along the Big Four east there was deathlike stillness as far as the Dillonstreet shops. All of the switchmen's shanties were deserted, save by the police and special deputies who had been detailed to watch the different crossings. Not a train was pulled out of the Dillon-street yards yesterday, although some of the men employed in the round house here who had quit work the day before had returned. Yardmaster John Hicks was again compelled to go with a switch engine and make up the Big Four passenger trains. About the depot there was no attempt to interfere with the departure of trains. Most of the trains were delayed, but it was on account of the regular switchmen being away from their posts. There were but few switchmen the whole length of the Union tracks, from Liberty to Mississippi street, There was one man at the Delaware-street crossing, and early in the evening a committee visited his shanty and tried to induce him to quit. He refused to do this,

however, and the committee departed. The C., H. & D. from Cincinnati, with a sleeper for the Vandalla to St. Louis, arrived ten minutes late, but the slight delay was not due to any effort on the part of strikers to interfere with the train. The sleeper was coupled to the Vandalia train and it pulled out on time, with the usual pushing engine behind. After it was past Capitol avenue both engines were heard puffing in a way that showed that nothing short of a bumping post would stop it. There was a large crowd congregated at the Capitol-avenue crossing, and they watched the train till it was out of sight down the tracks. Among those who watched the train pull out were Mayor Denny and Commissioners Conner and Ruckle, of the Board of Public Safety. At 11:33 the Panhandle train for Chicago pulled out and there was no demonstration as it

The Monon train which reached here this morning from Cincinnati shortly after midnight, and which was due to leave here for Chicago at 12:30, met the same fate as the train on the same road which was due to leave early yesterday morning. For some time after the appearance of the train the engine that was to take ap, but finally it came in. When fireman Brooks saw the Pullmans on the train h declared that he would not go out with the engine till the Pullmans were detached. The Monon officers refused to do this, and at the hour of going to press the train was still at the station.

THE MAYOR'S PROCLAMATION.

Orders Strikers to Disperse-Sale o Liquor on the Fourth. Last night Mayor Denny issued a proclamation ordering police officers to arrest persons interfering with business on the Union railway tracks. The proclamation was the outcome of a suggestion made by United States Attorney Burke. Mayor Denny, attorney Burke, the members of the Board of Public Safety and Superintendent Powell held a short conference at the police station last night and discussed the situation. The section of the charter regarding the power to issue such a proclamation was read and discussed, after which Mayor Denny went to a private room and wrote the proclamation as fol-

"To the Public-Great excitement has prevalled for two days past in and about the Union Station. Much of this has been caused by the assembling of large crowds of men in the streets and along the Union Railway tracks. These assemblages are made unlawful by the charter and ordinances of the city. I therefore warn all persons who have no legitimate or pressing business at said station or on the railroad tracks leading thereto not to go about said places until the present excitement abates. and hereby give notice that all crowds and assemblages of persons found on the streets, railroad tracks, or other public places, indulging in exciting conversation or other boisterous demonstrations, will be subject to arrest and punishment. The police force has been instructed to break up and disperse all crowds not assembled for a lawful purpose, making arrests in all proper cases until further orders." Accompanying the above and under the same date and signature was the following: "To-morrow (July 4) is a legal holiday and the sale or giving away of intoxicating liquors on said day is made unlawful. same; and from doing any act whatever I therefore direct that all saloons, gardens

and other places where liquors are sold shall be closed during the whole of said day; and, on account of the unusual excitement now prevailing in the city, I request all persons engaged in the saloon business to not only refrain from selling and giving away liquors on said day, but join in the efforts made by all good citizens to assist the authorities in seeing that the laws are observed and enforced."

In consequence of the latter order Superintendent Powell, having a sufficient force, will send officers to patrol the districts as customary before the present trouble. In regard to the first section the police will act under the instructions of the United States marshal and his deputies and ar-rests will be made by them. The prisoners will be taken to the county jail and held there without bail.

THE STRIKERS' CLAIMS.

They Say 2,000 Men Are Out-Another Order from Debs.

A meeting was held by about five hundred strikers at the hall at No. 31 South Illinois street last night. They claimed that about two thousand men are out in the city, the apportionment being as follows: Belt, 110; Peoria & Eastern, both divisions, 100; I., D. & W., 100; Big Four at Brightwood, including the 200 day men who went out at 6 o'clock last night, 500; Chicago division of the Big Four, 100; Panhandle, 45; Vandalia, 20; L. E. & W., 55; Monon, 10, and a sufficient number of men working in the transportation departments to make the 2,000. This is probably very much exaggerated. Several men who claimed they were strikers from the L. D. & W. stated that all the trainmen of that road, both in the city and at the shops and yards west of the river, to the number of one hundred were out. The statement was made that the strikers were willing to move all cars containing perishable freight billed for State institutions that have special switches if the railroad companies find themselves unable to get men to do this.

An order was received and read from President Debs, of the order, stating the

men would be permitted to move cars con-taining stock to the necessary places pro-viding that such action did not interfere with their own interests. An alleged telefrom Debs, asking the local strikers to release the Monon train held at the Union Station from Monday night at midnight tween members of the order are in cipher, and the strikers claim that the telegram was a forgery by the Monon officials with the hope of getting the train out of the city through this ruse. The Monon officials laugh at such a claim. The strikers insisted that the present police patrol was not needed to-day, as they did not intend to make any demonstrations. They said that they were not conducting themselves in an unlawful manner. They held that they did not intimidate employes to make them stop work, but only spoke to them in a respectful manner. The strikers claim that the Pennsylvania is filling the places of the strikers with men of an unsavory record. They claim that a man was put to work yesterday in the east yards who is now under indictment for robbing rail-The trainmen's organization held a meeting yesterday afternoon in its hall in the Iron Hall building. Though this order will not officiate in the strike, as the members stated, yet the order will support it.

STRIKERS LOAD STOCK. Done for Sympathy-Will Allow No

New Men to Work. At the stockyards, yesterday, with the exception of a little incident, the appearance of an extremely quiet Sunday prevailed. Few men were to be seen around the yards, and they were as quiet as though they were visitors out for a pleasant day, None of the Belt engines was at work, and the only trains that passed around the road were a few through trains hauled by the engines of some of the different railroads entering here.

Some excitement and commotion was occasioned by the report that was circulated about 3 o'clock in the atternoon that the Belt strikers had stopped a P. & E. train at the Vandalia crossing and ditched one of the cars. The rumor proved to be false. Shortly after noon the Pennsylvania Company sent an engine to the stockyards to get some cars to load cattle for shipment to the East. The engine was met by the strikers, who refused to allow it to set the cars for loading. A long and heated discussion took place, and the engine was finally compelled to return to the Pennsylvania yards without the stock. The Pennsylvania Company's yardmaster then took the engine, and, with the assistance of about a dozen special police, went to the stockyards and would probably have met the same result had not some of the cooler heads realized the fact that it was not best to hold the live stock, thus causing a heavy expense to the shippers, thereby losing all the sympathy they might receive

It was finally agreed that the Panhandle engine return to its yards and the strikers would load the stock and deliver it, which was afterward done. That ended all the excitement on the Belt for the day. The Belt men are still out, about a hun-

from the stock men.

The Belt strikers called on Superintendent Zion yesterday afternoon to explain their situation. Their explanation was not very satisfactory to him. He says that they admitted that they had no grievance against the Union Railway Company, but were simply striking from sympathy with the other strikers. The engineers stated that they had no intention of striking, and that they were at the roundhouse yesterday morning ready to take their engines out, but could not work as there were no trainmen to assist them. They also stated that they would probably return to work this morning if men could be furnished to handle the trains. This matter was not fully determined, and the committee agreed to let Mr. Zion know its decision during the afternoon. At a late hour last night Mr. Zion had not heard from the men, and so he supposed they had determined to remain out. In the conversation Mr. Zion spoke very highly of the action of the man who are now out. He said that they notifled him that they would strike at a certain time, but before they quit work they cleared the track completely, leaving everything in good shape, besides running all the stock to the yards that had been received, He commended their action yesterday afternoon in loading thirty-five cars of stock for the East.

With the exception of the attack on night yardmaster Gwynn, which he believes to have been simply an individual act, and not sanctioned by the strikers, the men have showed no disposition to do violence. Yardmaster Gwynn refused to go out with the other men, and when he attempted to turn a switch was attacked by one of the strikers, who struck him on the head with a lantern and kicked him in the ribs. Other strikers interfered and prevented any further injury being done

The Belt strikers held two meetings yesterday morning, the trainmen in Cook's Hall, in West Indianapolis, and the engineers and firemen in another hall. The meeting was not to take any new action in regard to the strike, but simply to discuss the situation among themselves. All who would express themselves seemed to be of one opinion in regard to violence. They said that they would not damage the company's property, but would not stand quietly by and see their places filled by new men. Before they will allow that to take place they will resort to force to carry their point.

THE BIG FOUR'S TROUBLE.

A Peoria & Eastern Freight Train Stopped-The Striking Firemen.

A crowd of two hundred men gathered in the yards of the Peoria & Eastern division of the Big Four at Moorefield, last night after 8 o'clock, and pulled out all the pins of a freight train-No 41-that was being made up. The train was backed into the yards and no further attempt was made to move it. The men then went to the operator's shanty and wanted him to send a message out over the wire ordering all the men on the line to strike. He refused to do this, and they said they would come back afterwards and see that the message was sent. The message is still unsent | for meeting any emergency that may arise, at that shanty.

General Manager Barnard, of the Peoria from a committee, of which J. B. Jones was chairman, at Urbana, Ill., stating that all

(Continued on Second Page.)

TROOPS FOR CHICAGO

All United States Soldiers at Fort Sheridan Ordered Out.

Action Taken by the President After a Cabinet Meeting and Conferences with Olney, Lamont and Schofield.

DANGER POINTS GUARDED

Mr. Cleveland's Instructions Carried Out Last Night.

Eight Companies of Infantry, Two Troops of Cavalry and a Battery Stationed About the City.

PREDICTION BY MR. DEBS

President of the A. R. U. Says the Strike Will End on Saturday.

The Leader Subpoenaed by the Federal Court - Situation on the Various Roads-Position of Trainmen.

CHICAGO, July 3 .- Amid the explosion of the harmless engines of mimic warfare on this, the eve of the Nation's emancipation, a sterner tragedy into which the elements of actual military power play the leading part is now being enacted. The iron hand of the federal government has been raised against those who have not only trespassed against its vested rights, but have scoffed at the mandates of its courts and used violence towards its representatives.

Not against the railways are the American Railway Union strikers and their sympathizers contending, for steel in the hands of men whose trade is only to kill is interposed to the end that United States mails and interstate commerce shall once more resume its normal movement. Traffic by rail in this city is in a most deplorable condition, every effort to raise the embargo having been met with every form of obstruction; men who would, dare not lift a hand to set turning the wheels of commerce, the puny efforts of the handful of officers of the courts being laughed to scorn by thousands of strikers and their friends.

President Cleveland to-day decided that a show of military force must be made. To-night a portion of the Seventh Cavairy and the Fifteenth Infantry, United States army, from Fort Sheridan, divided into detachments of 100 to 150 men, and having a number of Gatling and Hotchkiss guns, are deployed at different points throughout the city and suburbs, where trouble has been most frequent, and this fact seemed to have exercised a quieting effect on the strikers, though occasionally some hot-head announces in loud tones the awful fate in store for the troops. By common consent the strikers, it is hinted, have called off their "dogs of war" until after the Fourth.

Centrary to expectations, the threatened riots at Blue Island did not materialize, no radically aggressive action being taken by either side, the railroads preferring to await the arrival of the federal troops, and at a late hour to-night all was quiet there. The usual grist of minor casualties and deviltry punctured the day's events, including the chasing away from the stockyards by strikers of a party of Lake Shore officials, among whom was President Gill, who were attempting to get out a trainload

President Debs said to-night that a settlement of the strike on a basis satisfactory to all concerned will be made by Saturday. It is probable that a meeting between the officers of the American Railway Union and the General Managers' Association will be held within forty-eight hours. Mayor Hopkins has been quietly negotiating with both sides, and the meeting will be the result of his efforts.

MR. CLEVELAND'S ACTION. Regular Troops Ordered to Chicage

After a Cabinet Meeting. WASHINGTON, July 3 .- After several conferences with the War Department officials to-day and a prolonged session of

the Cabinet it was decided to send all the

troops at Fort Sheridan to Chicago. The Secretary of War this evening made the following statement: "The United States marshal and the United States district attorney and the United States judge having certified to the President that it is impracticable to otherwise execute the orders of the court the troops, under command of Colonel Crofton, at Fort Sheridan, consisting of eight companies of infantry, two troops of cavalry and a battery of artillery, have been ordered to Chicago to enforce the laws of the United States. The order was sent in the shape of a telegram directed to Colonel Martin, General Miles's adjutant-general, and the next in command of the Department of the Missouri in his absence."

The Cabinet session began at 11 o'clock this morning. Secretaries Morton, Smith and Carlisle were absent. The great strike was the topic of discussion, and every phase of the situation was carefully canvassed. Attorney-general Olney was the leading spirit, inasmuch as through him comes all of the information bearing upon the situation as reported from time to time by the United States marshals, and he had a pile of telegrams to read to his associates. Even while the Cabinet was in session messenger boys were passing between the telegraph offices and the White House. The Secretary of War laid before his associates the plans of General Schofield, so far as they were perfected, and they were approved. He also received the instructions that had been given to division, received a telegram last night General Miles prior to his departure for Chicago. It is understood that General Miles's return to his headquarters was hastened by an intimation from the de